

## OUR NEW NAVY.

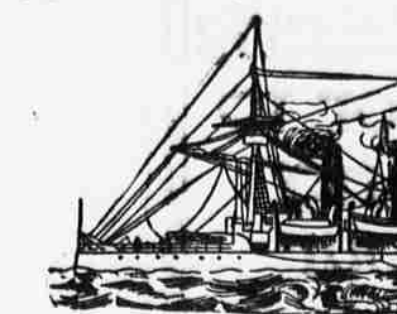
Uncle Sam Preparing to Be Able to Battle on the Sea.

Forty New Cruisers and Armored Fighting Ships.

Torpedo Boats and Swift Cruisers to Carry America's Flag.

Since the recent talk of war with Italy, which nobody really expected, the question, What fighting strength on sea could the United States muster against the powerful navy of Italy or any other European power with which they might come in conflict—which nobody expects—has repeatedly been asked.

The truth is, our naval defenses are limited just now. However, it is well to re-



THE ATLANTA.

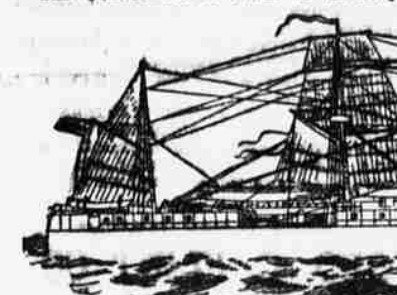
member, and patriotic Americans know, that it is not so much by ships as by the men who man them that battles are won. The seamen, of noble memory, who manned the Constitution gave proof of this.

During the past year the effort has been continued to place our navy on an equal footing with that of the other great maritime powers of the world, and our fighting strength, even in the present state of limited naval defense, makes a mighty array.

Of the new navy we have the unarmored steel cruisers Atlanta, Boston, Chicago, Dolphin, Yorktown, Petrel, Charleston, San Francisco, Baltimore, Philadelphia, Newark, Concord, Vesuvius and the torpedo-boat Cushing in commission. The cruiser Bennington soon will be commissioned, and in case of war the old navy could contribute seven steel and iron vessels and one torpedo-boat, all steam vessels, and twenty-three wooden vessels.

So much for the fleet we could muster, not counting the grit and bravery of the Yankee sailors with which the enemy would have to contend.

The additions to be made to the navy



BATTLESHIP OREGON.

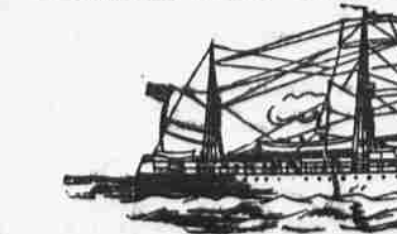
will make a fleet of which Americans may, with good reason, be proud. Three battle ships of 10,000 tons displacement, to be named Oregon, Indiana and Massachusetts, designed by Naval Constructor Nixon, will, when completed, prove to be the



THE DOLPHIN'S SHARPE LIGHT.

most formidable fighting machines of modern times.

Though 4,000 tons less in size than the English and Italian ships, their batteries and distribution of armor will be so vastly superior that they will be able to cope with them successfully in battle. The new ves-



BATTLESHIP DOLPHIN.

sels will be of steel and will cost \$4,000,000 each. They will be launched in 1893 and built at private yards—two at that of the Cramp in Philadelphia and one at the Union Iron Works, in San Francisco.

There will be altogether forty new vessels,



THE DOLPHIN.

including the three battle ships and the new cruisers mentioned above. The others are: the iron double-turreted monitors Puritan, Miantonomoh, Amphitrite, Menadnock and Terror, already built, the battle ships Texas and Maine, cruiser Monterey, cruiser No. 2, existing Monitor and a harbor defense ram of steel, in course of construction, all armored vessels.

Unarmored vessels Nos. 6, 7, 8, 9, 10, 11, 12

and 13 are building, and in addition to these there will be a dynamite cruiser. Two torpedo boats, the Cushing and Alarm, are already finished. Another, the Stiletto, was acquired by purchase.

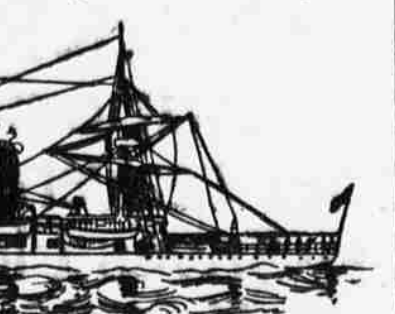
The Miantonomoh, now lying at the Brooklyn Navy-Yard, is almost ready to be



CRUISER PHILADELPHIA.

commissioned, and the remaining monitors will be in a very short time. Work on the Texas is far advanced, the Maine has been launched, and the Monterey will be in the water in a week or two.

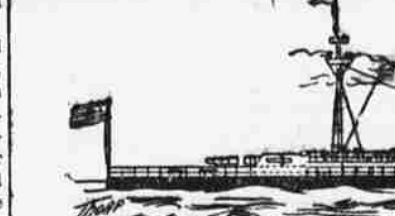
The cruiser New York, for which the contract has been let, will be of a distinctive type. In her will be combined great offensive and defensive power, with extraordinary coal endurance and high rate of



CRUISER PHILADELPHIA.

speed. She will be able to make twenty knots.

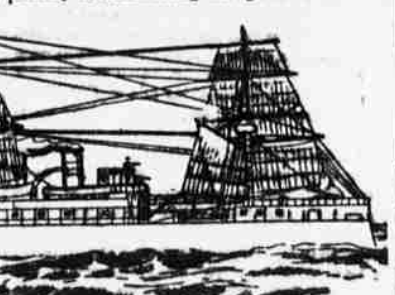
This will enable her to overtake any more powerful ship afloat, and the majority of ships, either naval or mercantile. Her battery will be more powerful than that of any existing vessel in the world, so that she will not be forced to run away even from a first-class battle ship. She will have a coal en-



MONITOR MONTEREY.

durance of 18,000 miles at the most economical speed.

In this regard Secretary Tracy in his annual report said: "It is no longer necessary in considering the speed of the new



BATTLESHIP TEXAS.

ships of the navy to make comparisons with foreign vessels. We have our own standard, and we have the right to congratulate ourselves that the standard is unsurpassed by any other navy in the world."

An additional reason for pride is that the recent armor tests at Annapolis have proved the most important in modern history, and give the United States a quality of armor far superior to any yet used abroad.

That work on the new vessels will be rapidly pushed is certain, and it can be successfully carried on, as the Congress has just closed appropriated \$30,000,000 for the completion of the ships now under way and others to be constructed.

The Atlanta, Boston, Dolphin and Chicago—the nucleus of the new navy—are among the best vessels of their class. The Boston and Atlanta are identical in their construction, armament and speed. They have each a displacement of 3,180 tons and speed of 15½ knots. Each carries two 11-inch and six 6-inch breech-loading rifles, two 3-pound, two 2-pound and two 1-pound rapid-firing guns; four Hotchkiss revolving and two Gatling guns. The Chicago has a larger displacement, but is less speedy than the two vessels named, its displacement being 4,500 tons and its average speed 14 knots.

"The Chicago," said Secretary of the Navy Chandler, in his annual report for



BATTLESHIP MAINE.

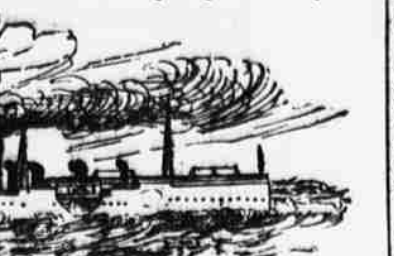
1888, "is an example of the largest and best unarmored cruising and fighting vessels now built, and will have no superior in the world in the combination of speed, endurance and armament."

The Dolphin is the smallest and trimmest of the four cruisers first put into commission, and she is also the equal in speed of any of the other three. Her displacement is 1,485 tons and her speed 15½ knots. Her armament includes one 6-inch breech-loading rifle; two 6-pound rapid firing guns; two Hotchkiss revolving cannon and two Gatling guns.

The Philadelphia is the type from which most of the second group of cruisers have been built. It is one of the best ships of its class afloat. It is a twin-screw protected cruiser, built of chilled steel throughout, and contains all the latest improvements in naval construction, ordnance and steam engineering. The act authorizing her construction was passed by Congress March 3, 1887, and the contract was awarded Oct. 27 following to the Cramp, at Philadelphia, being stipulated that she should be com-

pleted within two years. Her keel was laid early in 1888, and she went into commission last year.

Her length between perpendiculars is 315 feet, her extreme breadth 48 feet and 6 inches, and her displacement 4,334 tons. She developed upon trial a speed of



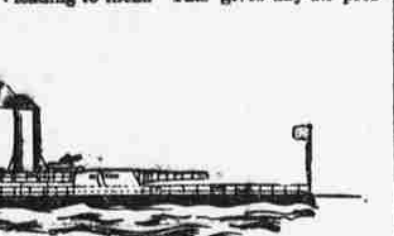
CRUISER PHILADELPHIA.

19½ knots, although 19 knots was all the contract called for, and she has in every way satisfied expectations regarding her.

Her battery consists of twelve breech-loading cannon, four rapid firing six-pounders, four rapid firing three-pounders, two rapid firing 4-pounders, three Hotchkiss revolving cannon and four Gatling guns. The Newark and San Francisco both closely resemble the Philadelphia and their batteries are the same. They each, however, have a displacement of 4,085 tons; the Newark a speed of 18 knots and the San Francisco of over 20 knots. The former was built in Philadelphia by the Cramp and the latter at the Union Iron Works in San Francisco. Before any of these vessels had been described, was also built in San Francisco, showing that the Pacific as well as the Atlantic coast can be safely depended upon to turn out vessels of the first class.

Of the four new gunboats, the Petrel, Yorktown, Bennington and Concord, the latter three are built on the gunboat Archer class of the English navy. They are twin-screw, partially protected cruisers, with a displacement of 1,700 tons and a speed of 16 and 18 knots an hour. The Petrel is a single-screw gunboat.

The Concord made a very successful trial trip. She is now at sea. A feature of that ship which is new to the navy is her open forenoon, with closed decks and air ducts leading to them. This gives any air pres-



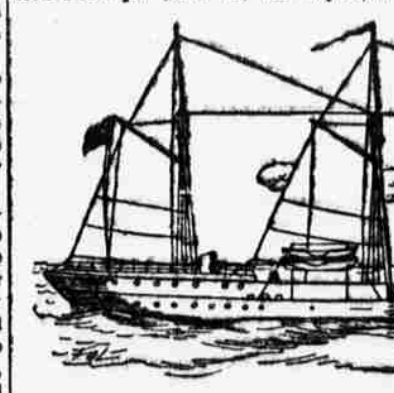
MONITOR MONTEREY.

sure that is needed for the consumption of coal, and at the same time greatly lowers the temperature of the forenoon. No flaw has been yet discovered in the working of the machinery.

The gunboats are intended mainly for harbor defense. The same is true of the ram Ammen, designed by Rear-Admiral Daniel Ammen, and which is also building at Bath, the contract having been awarded in December last.

The Monterey was originally known as "Coast Defense Vessel No. 1." Her designs were made at the Navy Department in 1888, in conformity with conditions prescribed by Secretary Whitney, and the keel was laid down by the Scotts at the Union Iron Works, San Francisco, in the following year.

She is a formidable low free-board barbetted twin-screw vessel, built of steel. Her general dimensions are: Length, 250 feet; breadth, 60 feet; mean draught, 14 feet 9 inches; displacement, 4,045 tons. Her engine is one of the twin-screw vertical triple expansion type, capable of developing an indicated horse power of 8,400 and a speed of sixteen knots per hour. In this respect, as

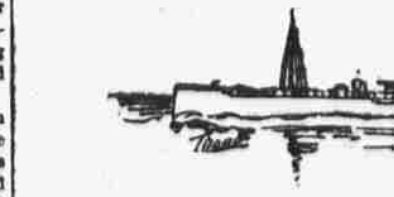


THE BENNINGTON.

well as in regard to her armor and armament, she is far superior to the Miantonomoh and other vessels of the low free-board turret type which are now building or under way and which are equipped with inclined compound engines. None of these latter vessels has a speed of more than twelve knots and none of them has an armor plating of more than twelve inches.

The Monterey, however, is to have an armor plating averaging thirteen inches in thickness covering her sides, turrets and barbettes. Her main battery will consist of two 12-inch and two 10-inch breech-loading rifles. Her secondary battery is to consist of six 6-pound rapid-fire guns, four 1-pounder rapid-fire guns and two Gatling guns. The date of the act authorizing her building was March 8, 1887, and the amount appropriated for the cost of her hull and machinery was \$1,000,000.

As originally designed the Monterey mounted a sixteen-inch gun in the forward barbetta, which was 16 inches thick, and a twelve-inch gun in the after barbetta, which was 13 inches thick. The battery was so heavy that the guns could not be adequately protected and the rate

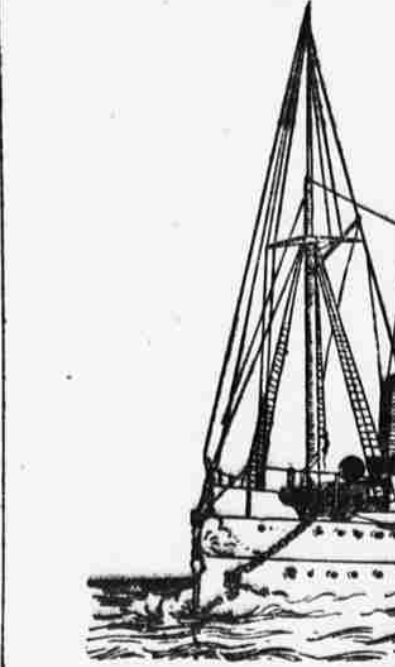


TORPEDO BOAT VESUVIUS.

of fire of the sixteen inch gun was comparatively slow. Accordingly, Nov. 28, 1889, the design was altered by the Navy Department to provide for a fourteen-inch barbetted turret containing two twelve inch guns and an eleven-and-one-half inch barbetta containing two ten-inch guns.

The original designs also provided for a fifteen-inch dynamite gun mounted forward, but this, too, was removed when the weights were reduced.

Three torpedo boats, the Cushing, Stiletto and Alarm, and one dynamite cruiser, the Vesuvius, have been secured by the Government during the past five years. The Stiletto is a wooden vessel of 31 tons burden. Her speed is a little over 18 knots, and she carries nothing but torpedoes. The Alarm is a steel vessel of the modern type, with a displacement of 800 tons, and a speed of 10 knots. Her battery includes one 6-inch breech-loading gun, two rapid-firing 3-pounders and one Hotchkiss gun. The Cushing is as yet the only vessel of her kind in the navy, and she stands very near the head of her class. She was built by the Harbortofts, of Bristol, is a steel vessel of

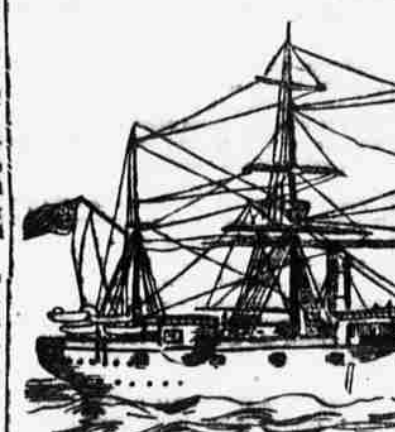


THE CONCORD.

116 tons, and has developed a speed of 24 knots. She carries three torpedo tubes and four 1-pounders, and, employed in harbor defense, would be wonderfully effective.

The dynamite cruiser Vesuvius was built by the Cramp, and, though the first vessel of her kind constructed in this country, she stands, like the Cushing, near the head of her class.

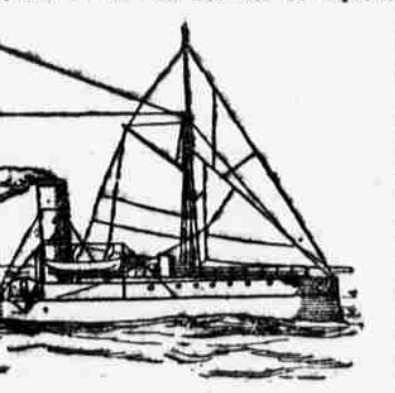
She is steel plated, has twin-screws, vertical triple expansion engines, is 240 feet long and has a displacement of 725 tons. Her speed exceeds 21 knots an hour. Three 15-inch dynamite guns and three rapid-firing 3-pounders compose her battery. She has just left the Brooklyn Navy-Yard



THE CHICAGO.

and gone to the new proving grounds, to test the dynamite guns. The outcome of this test is awaited with confidence by the department.

Congress has also appropriated \$300,000, exclusive of armament, for another dynamite cruiser, which will have a displacement of 750 tons and will be required



THE BENNINGTON.

torpedo tubes will be included in her secondary battery. Her estimated speed is 17 knots.

In designing the new battle ships of the first class—the Oregon, Indiana and Massachusetts—the Government, which has been established to have foreign nations make the experiment at their own expense, profited by their experience and discarded the ponderous 110-ton guns with which their early battle ships were armed. The speed of our battle ships will be greater than those of Great Britain and their guns immeasurably superior. Following is a comparison of their batteries:

United States—Four 67-ton guns, 12-inch caliber; eight 8-inch guns; four 6-inch guns; twenty 3-pounders; four 1-pounders; two Gatling guns.

Great Britain—Four 67-ton guns, 13½-inch, 30 caliber; ten 6-inch guns; sixteen 6-pounders; eight 3-pounders.

The dimensions of the ships are as follows: Length on the load water line, 348 feet; extreme breadth of beam, 60½ feet; normal draught, 24 feet; displacement, 10,000 tons; coal endurance, 8,000 tons.

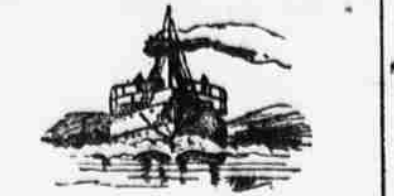
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THE YORKTOWN.

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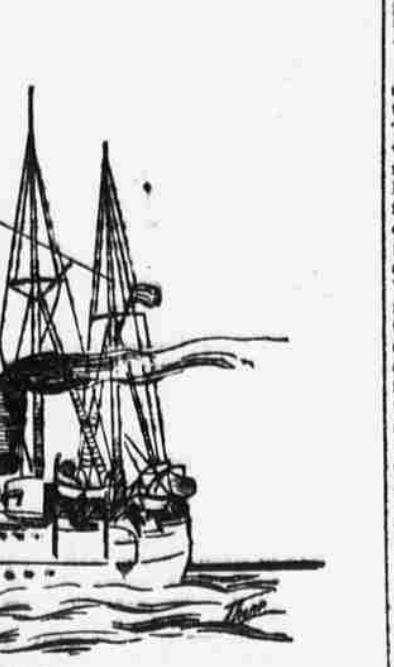
Of armored ships Germany has 19; France, 30; Italy, 20; Russia, 38; Austria, 13; Great Britain, 30. Unarmored ships—Germany, 88; France, 136; Italy, 41; Russia, 51; Austria, 18; Great Britain, 123. Armored gunboats—Germany, 28; France, 11; Italy, 3; Russia, 12; Austria, none; Great Britain, 7. Unarmored gunboats—Germany, 81; France, 46; Italy, 26; Russia, 49; Austria, 27; Great Britain, 170. Torpedo boats—Germany, 116; France, 130; Italy, 82; Russia, 138; Austria, 38; Great Britain, 346.



THE CONCORD HEAD ON.

will be easily the equal of the Blake, the most efficient cruiser in the British Navy.

The Texas, the Maine's sister ship, is building with a displacement of 6,314 tons,



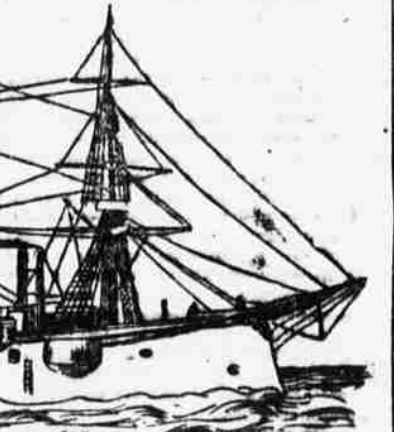
THE CONCORD.

upon plans purchased by ex-Secretary Whitney from the Barrow Ship-Building Company, of England. The Texas will bear a close resemblance to the Maine, but she will



THE BOSTON.

be 30 feet shorter, and of 4 feet greater beam. She will have two turrets, and her main battery will mount 12-inch guns. Four



THE CHICAGO.

torpedo tubes will be included in her secondary battery. Her estimated speed is 17 knots.

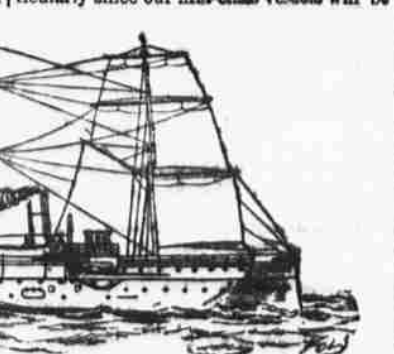
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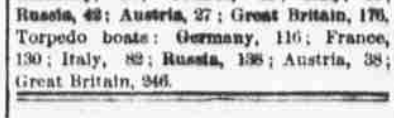
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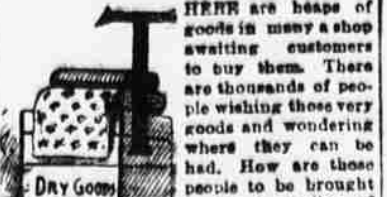
THE YORKTOWN.

When Baby was sick, we gave her Castoria. When she was a Child, she cried for Castoria. When she became a Woman, she clung to Castoria. When she had Children, she gave them Castoria.

## WOMEN CAN VOTE HERE.

"THE WORLD'S" AD CONTEST OPEN TO BOTH SEXES ALIKE.

No Fair Two Ladies and Two Men Have Won Prizes—Next Week the Tie is to Be Played Off—Now Let Us See Who Will Capture the \$10 Prize in the Bidding for the Fifth Week.



DRY GOODS.

HERE are heaps of goods in every shop awaiting customers to buy them. There are thousands of people who are wondering where they can be had. How are these people to be brought to the inspection of those goods? Very simply. Just by advertising, and where to advertise is the important question. This question can be answered by a very easy rule. Circulation is the key-note to value in an advertising medium. It is necessary to scatter your seeds far and wide if you expect to get a crop, and the field is covered most completely by the paper which goes here, there and everywhere. Such a paper is THE WORLD. Everybody sees it. It is intended for the widest possible reading. It is entirely independent, gets all the news, makes sensible, pertinent comment upon current events and is always alive and alert in looking after the interest of the down-trodden or those needing assistance such as only a great journal can render.

The undertaking of the 1,000 sign project was exactly after THE WORLD's fashion. It was an expensive bit of work, a big enterprise, but the right men were selected to carry it out. O. J. Gude & Co., in their domain of flamboyant, effective, roadside advertising stand in the front rank, and when they started in to sound along THE WORLD's praises it was certain, in all calculation, that it was to be well done. How excellently it has been carried out the public has been the judge, through the weekly ballottines, which have become so popular and whose voters have been scattered over a territory extending from Boston to Washington, with a few voices from the far away West.

The lot of verses published to-day were placed in position yesterday on the upper end of the Third Avenue line. They some as part of the fifth week's voting, and when as it does through the lot of inscriptions to be published in next Sunday's WORLD. Yesterday a letter carried to the Newark winner of the week his prize for his clever guess. So far two ladies and two gentlemen have made up the roll of winners. Next week the tie is to be played off. The ladies are expected to win the right of suffrage extended to them to the utmost and make very shrewd guesses, too. They have full rights in the matter and may send in votes without bar or hindrance. Only vote on the week's quota. Vote on a postal-card. Vote promptly and send to Signa, box 2, 314 New York Post-Office.

Many tons of paper.

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## THE EVENING